

## ASSET PROFILE

### Cluster Overview: Special Issues

This section frames subsequent discussions by illustrating through maps and narrative the amount of vacant land (mapped according to aerial maps) which indicates vacant lots in the Cluster; and the city-owned surplus land which identifies those parcels the city owns. Additionally, the section provides an overview of existing land use according to zoning districts. Zoning dictates residential, industrial, commercial, recreational or institutional use.

#### Vacant Land

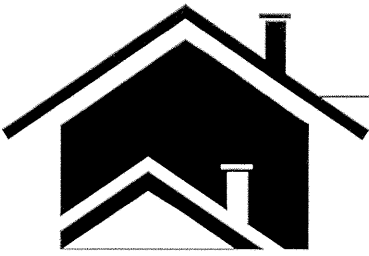
Vacant land identifies generalized areas for infill housing and new development. The vacant land map on the next page was developed from an aerial map of the city (1995). Based on the mapping for Cluster 6, vacant land is available in all four subcommunities (see map on page 46). Vacant areas are indicated in the northern tip of Tireman, eastern section of Rosa Parks, Northeastern section of Duffee and northwestern section of Winterhalter (see vacant land map on page 34).

#### City-Owned Surplus Land

The city-owned surplus land map represents city-owned parcels, which do not function (i.e., parcels conveyed to the city due to tax delinquencies). A comparison between this map and the vacant parcel map reveals that the city owns the greatest percentage of vacant parcels with 40 percent and above vacancy in the Tireman and Rosa Parks subcommunities (see vacant parcel map on page 48). The table below identifies those parcels that are city-owned.

**Table #6**

Percentage of Parcels by Census Tract	
More than 18%	More than 24%
5224	5222
5252	5223
5307	
5308	
5310	
5320	



## Zoning

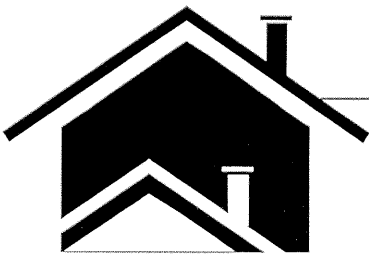
Throughout the Housing and Neighborhood Commercial focus group, participants expressed frustration with how often zoning appeals result in variances not consistent with existing codes. Their opinion is that the variances are not based on land use or how it affects surrounding neighborhoods, but on the changes that favor developers, retailers and businesses. Due to a lack of community involvement or knowledge of zoning codes many variances which are in reality “spot zoning” have gone unchallenged.

A general understanding by the Cluster of the importance of zoning and how it impacts the quality of neighborhoods is important to reinvestment efforts. The following section includes information abstracted from the DMP to describe current zoning districts for the subsector in Cluster 6. Consistent with the discussion of zoning the term *subsectors* is used instead of *subcommunities* for this section only.

Chapter III of the Detroit Master Plan (DMP) contains information on the ten geographic sectors of the city. Each sector has subsectors, which are mapped according to their zoning districts. Cluster 6 is comprised of portions of the near Northwest and the Southwest sectors and has four subsectors; Winterhalter, Durfee, Tireman, and Rosa Parks. The following information is abstracted from the DMP. The DMP subsectors have been superimposed and merged into subcommunities to represent designated sectors. In some case the sectors differ from subcommunities by name.

The Cluster 6 portion of the Near Northwest sector is comprised of the Winterhalter, Durfee and Rosa Parks subsectors. The area is bound by the John C. Lodge Freeway (M-10) on the east; Edsel Ford Freeway. (I-94) and Warren on the South, Roselawn and Jeffries Freeway. (I-96) on the west, and Doris and Oakman Blvd. on the north. The sector is a diverse area that contains some of Detroit’s most well-preserved and desirable neighborhoods. The sector also contains deteriorating areas, particularly some commercial strips which often abut sound residential areas. The housing stock is somewhat older than the city-wide average.

The *Winterhalter* subsector is primarily zoned for residential use. The area is bounded by Dexter Avenue on the east, Joy Road on the south, the Jeffries Freeway. (I-96) on the west, and the Conrail railroad tracks on the north. The area is divided by Livernois Avenue, a major thoroughfare. The existing land use is zoned for low, low-medium and medium-density residential. There is one recreational area (playfield) in the subsector (see appendix for zoning definitions).



Livernois is the major commercial strip in this subsector. The thoroughfare is zoned general commercial throughout. Portions of Dexter Avenue are zoned for a mixture of residential/local commercial and general commercial. The northern portion of the subsector represents part of the Renaissance Zone. A small section of Grand River zoned for general commercial runs through the subsector.

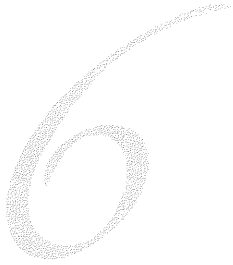
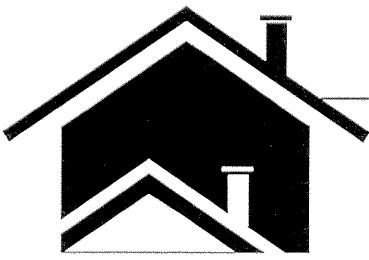
The *Durfee* subsector is bounded by the Conrail line, just north of Oakman Boulevard, the western Highland Park boundary, and the John C. Lodge Freeway. (M-10), Clairmount, Joy Road, and Dexter. The subsector's existing land use is zoned for low-medium and medium density residential. The southwest and northwest portion of the subsector are zoned high density residential. There are several institutions, including Central High and Durfee Middle School (Linwood and Webb), the Sacred Heart Seminary (Linwood and Chicago Blvd.), the Detroit Repertory Theatre (Elmhurst and Woodrow Wilson) and a church (Rosa Parks and Davidson). The one recreation area is the playfield adjacent to the schools.

There are several areas in this subsector zoned for commercial use. Davison, a main thoroughfare and freeway access route, Linwood, and Dexter Avenue are zoned general commercial. Woodrow Wilson near Davison is zoned residential/commercial and general commercial. The upper portion of the subsector near the Conrail is zoned for industrial use.

The *Rosa Parks* subsector is bounded by the Edsel Ford Freeway (I-94) on the south, the Jeffries Freeway (I-96) on the west, Clairmont Avenue and Joy Road on the north, and the John C. Lodge Freeway (US-10) on the east. The area is predominately residential, with low-medium and medium density zoning. Institutions in the area are Henry Ford Hospital (West Grand Boulevard and John C. Lodge Freeway.), Joseph Walker Williams Recreation Center (W. Euclid and Rosa Parks Boulevard), City of Detroit Health Department (Taylor and John C. Lodge Freeway), and Northwestern High School (West Grand Boulevard and Grand River).

There are also several vacant lots identified in the Rosa Parks subsector. The lots are located at: Rosa Parks and Pallister, West Euclid and Joy Road, along Edsel Ford Freeway (I-94) between Jeffries (I-96) and the Lodge Freeway (M-10) and John C. Lodge Freeway and West Euclid. Most of the lots are located near medium density and residential/commercial density zones, however, those along I-94 are near residential and industrial areas.

There are several commercial strips running through the Rosa Parks subsector: W. Grand Blvd., Grand River, Linwood, and Joy Road. Each of the thoroughfares are zoned general commercial throughout or in sections surrounded by residential areas.



The *Tireman* subsector is located in the Southwest Sector of the city. The boundaries of the Tireman subsector are the Jeffries Freeway. (I-96) on the northeast, the Conrail tracks on the west and Warren Ave., and the Ford Freeway. (I-94) on the south. The area is zoned low-medium and medium density residential. The exception is the Chesapeake and Ohio industrial spur that runs north and south through the subsector. The old Kelsey-Hayes plant and Detroit Edison service shops are the major industrial developments in the corridor. Unlike other Cluster 6 subsectors, Tireman has only two major commercial strips zoned general commercial: Warren Avenue and Livernois. Tireman, a less traffic thoroughfare, is also zoned general commercial.

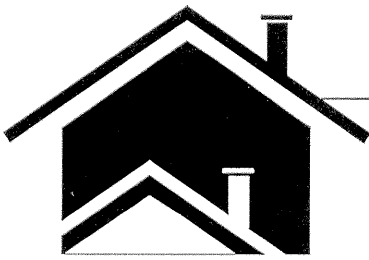
### **Historic Districts and Sites**

The location of historic districts is an asset representing a strong, stable, older housing stock regulated by historic districts codes that help preserve the character of the district. The Cluster has three historic residential districts: Boston-Edison, Atkinson Ave., and Oakman Blvd. Each of these districts is located in the Durfee subcommunity. (See historic district map on page 40)

The ***Oakman Historic District***, established in 1989, includes both sides of Oakman Boulevard only from Linwood to Davison, excluding the Linwood commercial frontage, and both sides of Oakman Court from Linwood to Oakman, also excluding the Linwood frontage that begins at Davison and runs east to Linwood (City of Detroit - Historic Designation Advisory Board).

The ***Atkinson Avenue Historic District***, which encompasses both sides of Atkinson Avenue between the John C. Lodge Freeway (M-10) and Linwood Avenue Atkinson Avenue, is located approximately four miles from the center of downtown Detroit just south of the western portion of the nationally and locally designated Boston-Edison Historic District. The district is comprised of six residential blocks; most of the houses on these blocks were built between 1915 and 1926 for the middle class and the majority are single-family dwellings. There are approximately 225 structures in the proposed district (Proposed Atkinson Avenue Historic District Final Report).

***Boston-Edison Historic District***, one of Detroit's oldest developments, is a 36-block area including Boston, Chicago, Longfellow, and Edison between Woodward and Longfellow. Originally granted to John R. Williams, Mayor of Detroit, by the governor and judges of the Michigan Territory in 1822, the land changed ownership several times until purchased by Edward W. Voight in 1891. At that time it was subdivided and portions were sold or developed. Most of the approximately 900 residences of the area remain virtually unaltered from their original design construction.



***Sacred Heart Seminary*** located at Linwood and Chicago Boulevard is designated a historic church.

## **Renaissance Zone**

The Renaissance Zone designation, awarded through a state program in late 1996, will give the City of Detroit, as well as other selected localities in the state, the authority to provide almost total state and local tax relief to both residents and businesses located within the zone. The Detroit Renaissance Zone encompasses 1,345.7 acres of six contiguous but distinct geographic areas, ranging from areas as small as 67.8 acres to as large as 727.8 acres. All six Detroit Renaissance Zone areas are characterized as largely industrial, both historically and based on predominate present land uses. Presently, these areas are experiencing economic and physical decline, with city ownership in a substantial portion of area properties, thus currently yielding low city tax revenue per acre. All present significant redevelopment opportunities need incentives in order to be realized.

A 1995 inventory of businesses in the city found 266 operating businesses and 3,020 jobs in the zone; manufacturing and warehousing were most highly represented among those jobs. All areas in the zone have excellent access to major freeways, rail lines, waterways, and airports to support business growth with the city, county, and state.

The Area 6: Livernois/Intervale (see map following section) encompasses a portion of Cluster 6 that is bounded north and south by Lyndon and Intervale. Overall the Livernois/Intervale area, a 72.9 acre mixed-use industrial site, is located in the northwest sector of the city of Detroit. It is generally bounded by Lyndon Avenue on the north, Intervale on the south, Cloverdale on the west, and Livernois Avenue on the east. An east/west rail line bisects this industrial site. Present land use in this area is a mix of light industrial and distribution. Forty percent of the land is vacant, much of which has been designated as a "brownfield" (site contaminated with toxic waste). The proposed development for this area is light industrial and distribution.

Earlier this year SBF Automotive, a minority-owned business, opened in the Cluster 6 Renaissance Zone section. SBF was one of the first businesses to make a commitment to the area.